



U.S. Department
of Homeland Security
**United States
Coast Guard**

**LOCAL NOTICE TO MARINERS
WEEKLY EDITION**

District 8 MRS

Week: 50/06

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 50/06
December 13, 2006

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2006 Edition.

CONTENTS: Rivers are listed in alphabetical order and are included only when there is information to report.

Broadcast Notice to Mariners Covered in this Edition

Originating Unit	Beginning BNM's	Ending BNM's
Sector Upper Mississippi River	0667-06 (UM)	0677-06 (UM)
Sector Lower Mississippi River	0359-06 (LM)	0364-06 (LM)
Sector Ohio Valley	1044-06 (OV)	1054-06 (OV)
OB DWRO	0210-06 (OB)	0213-06 (OB)

NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY

INTERNET ADDRESS <http://www.navcen.uscg.gov/>

2006 SPECIAL NOTICE TO MARINERS <http://www.navcen.uscg.gov/>

MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET <http://www.navcen.uscg.gov/lnm/d8mrs>

MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET <http://www.navcen.uscg.gov/pubs/lightlist/v5complete.pdf>

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper
Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated

EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
ISL - Islet
-

LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
TEMP - Temporary Aid Change
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

REPORTING AID TO NAVIGATION DISCREPANCIES

Prudent mariners should realize that the U. S. Coast Guard cannot keep the thousands of aids to navigation, comprising the federal system under simultaneous and continuous observation. For this reason, it is impossible to maintain every buoy, daybeacon, light or fog signal or other aids operating properly and on its charted position at all times. Therefore, the safety of mariners and that of all persons embarked or serving onboard vessels, will be enhanced if every person who discovers an aid to be missing, sunk, capsized, or damaged, or who observes a defect in the position or characteristic of any aid, federally or privately maintained, will promptly notify their nearest U.S. Coast Guard unit.

Sector Upper Mississippi River (314) 269-2610,

Sector Ohio Valley (502) 779-5422 or

Sector Lower Mississippi River (866) 777-2784.

LOCAL NOTICE TO MARINERS

CONTACT INFORMATION

Our valued customers are welcome to contact us directly regarding contents, inclusion or omissions in this document. Our contact number is (504) 671-2327. Our office hours are 7:00 a.m. until 3:30 p.m. (Central Standard Time). This is YOUR Local Notice to Mariners, take an interest and make a difference.

DGPS OFF-AIR - ALBUQUERQUE, NEW MEXICO

The Albuquerque, New Mexico, DGPS Site will be off-air from 1600Z to 1800Z, on December 20, 2006, the alternate time is 1600Z to 1800Z, December 21, 2006.

LNM: NAVCEN

DGPS UNUSABLE TIME

MOBILE POINT, ALABAMA

The Mobile Point, Alabama, DGPS Site will be unusable from 1500Z to 1700Z, January 10, 2007. The alternate time is 1500Z to 1700Z, January 11, 2007.

LNM: NAVCEN

UPPER MISSISSIPPI RIVER

L/D WINTER LOCKAGE HOURS

Rock Island District Locks 12, 13, 14, 15, 16, 17, 18, and 20, will be staffed to lock traffic between 8:00 a.m. and 4:00 p.m., Monday through Friday, from December 17, 2006 through March 2, 2007. Tows requiring lockage outside of these hours, must contact the lockmaster in advance so that lock operators can be called in to operate the lock.

Lock 11 will be closed from 7:30 a.m., January 2, 2007 until 4:30 p.m., February 28, 2007, for major rehabilitation of the lower guidewall. Lock 19 will be closed from 7:30 a.m., January 2, 2007 until 4:30 p.m., February 28, 2007, for dewatering and repairs.

**UPPER MISSISSIPPI RIVER
L/D WINTER LOCKAGE HOURS**

LNM: ACOE

**LORAN-C OPERATIONS
GREAT LAKES CHAIN - (RATE 8970)**

The Great Lakes Chain (Rate 8970) will be testing chain operations and stability under Time Of Transmission (TOT) control beginning 0300Z, January 17, 2007. As this transition takes place, users may notice a shift in their measured time differences or reported latitude/longitude as the stations timing values are set to their nominal values for the duration of this test. Users should NOT experience any tracking errors or service interference during the test. Users will be notified of any changes to the test and when testing is completed. Loran users are encouraged to report any loran service outages that they may experience via the Navigation Information Service (NIS) by calling (703) 313-5900, or by using the NAVCEN Websites report a loran problem worksheet at <http://www.navcen.uscg.gov>.

LNM: NAVCEN

**LORAN-C OPERATIONS
NORTH EAST CHAIN - (RATE 9960)**

The North East Chain (Rate 9960) will be testing chain operations and stability under Time Of Transmission (TOT) control beginning 0300Z, January 17, 2007. As this transition takes place, users may notice a shift in their measured time differences or reported latitude/longitude as the stations timing values are set to their nominal values for the duration of this test. Users should NOT experience any tracking errors or service interference during the test. Users will be notified of any changes to the test and when testing is completed. Loran users are encouraged to report any loran service outages that they may experience via the Navigation Information Service (NIS) by calling (703) 313-5900, or by using the NAVCEN Websites report a loran problem worksheet at <http://www.navcen.uscg.gov>.

LNM: NAVCEN

**MISSOURI RIVER
DRAWBRIDGE OPERATION**

All drawbridges on the Missouri River require 24-hour notice, to open for navigation.

LNM: OB

**UPPER MISSISSIPPI RIVER
ICE CONDITIONS**

An ACOE Navigation Notice is attached at the end of this LNM, pertaining to ice conditions between Miles 615.1 and 301.2.

LNM: ACOE

**ST. CROIX RIVER
AIDS TO NAVIGATION**

All of the navigation buoys between approximate Miles 23.3 and 0.0, have been removed for the 2006 Navigation Season.

LNM: 0608UM

**ILLINOIS WATERWAY
ICE ADVISORY**

An ACOE Navigation Notice regarding ice conditions along the Illinois Waterway, is attached at the end of this LNM.

LNM: ACOE

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2277	NON LATERAL MARK 82.8	TRUB		0146LM	25/04	
2430	RICHLAND BEND LT	MISSING/TRUB		0066LM	06/06	
3680	LINDSLEY ISLAND LOWER LT	LT EXT		0552OV	29/06	

3745	PUMPING STATION LT	LT EXT	0554OV	29/06
4020	BEAR CREEK LT	LT EXT	0641OV	32/06
4275	FOX HOLLOW LT	LT EXT	1015OV	48/06
4335	DEVILS POTATO HILL LT	MISSING	0245OV	17/06
4335	DEVILS POTATO HILL LT	TRUB	0288OV	18/06
7030	DROLLS POINT UPPER LIGHT	TRLB	0656UM	52/04
7525	GRAND ISLAND FOOT LT	MISSING	0667UM	51/04
7695	MOORES ISLAND LT	DBD DMGD/LT EXT	0070UM	07/05
8080	GREUTERS LANDING DBN	DBN DMGD	0526UM	40/06
8330	WITCHERS ISLAND LT	TRDBN/LT EXT	0484OV	27/06
10855	NAPOLEON LT	MISSING	0330LM	44/06
15630	SMOOTS CHUTE LIGHT	TRUB/DBD DEST	0044UM	10/01
15640	HOWARD LIGHT	LT EXT	0549UM	41/06
15925	BLACKBURN ISLAND LIGHT	LT EXT	0401UM	32/06
17245	TEATABLE LIGHT	LT EXT	0025OV	03/06
17290	PICAYUNE LT	LT EXT	0027OV	04/06
17300	DEVILS ISLAND FIELD LIGHT	LT EXT	0026OV	04/06
17395	GALE LIGHT	LT EXT	0041OV	04/06
17445	UNCLE JOE LIGHT	LT EXT	0722OV	41/05
26560	COOPER BAR LIGHT	LT EXT	0717OV	40/05
26615	BEIGS LANDING LIGHT	LT IMCH	0410OV	26/05
27235	MUSSEL SHOAL LIGHT	LT EXT	0468OV	27/06
27327	PUP CREEK LT	LT EXT	0217OV	14/06
28055	RONDEAU LIGHT	LT EXT		47/06
28080	PRYORS ISLAND LIGHT	LT EXT		47/06
29224	BOSSIER DBN	MISSING	0334LM	40/05
29542	BARBIN DAYBEACON	DBN DEST		04/05
30675	WATTS CREEK LT	LT EXT	0747OV	36/06
31475	CALDWELL LT	LT EXT	0403OV	24/06
31480	NORTH SAUTY LT	LT EXT	0727OV	41/05
32460	REYNOLDSBURG ISLAND LIGHT	LT EXT		47/06
32535	STANDING ROCK LT	LT IMCH	0423OV	26/06
32565	FORT HEIMAN LT	LT EXT	0786OV	47/05
32590	PINE BLUFF DBN	TRUB	0276OV	23/04
32610	REDDIS LT	LT EXT	0689OV	33/06
32640	PEGGYS LT	MISSING	0303OV	19/06
32915	PACKETT BRANCH DAYBEACON	MISSING	0726OV	35/06

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1643	Lake Dardanelle Junction Lighted Buoy	WATCHING PROPERLY			24/06	50/06
1667	Russellville Junction Lighted Buoy	WATCHING PROPERLY			30/06	50/06
12945	ISLAND 42 LT	REBUILT/REMAINS			21/04	50/06
14055	MILKMANS ISLAND LT	RELIGHTED			32/06	50/06
14110	ZOLICOFFER LOWER DBN	REBUILT/REMAINS			21/05	50/06
14320	CAPT MIKE EHRLER LT	REBUILT/REMAINS			17/06	50/06
14370	MAQUOKETA LEVEE LT	WATCHING PROPERLY			18/06	50/06
14450	DARK SLOUGH LT	REBUILT/REMAINS			17/06	50/06
31215	PRYORS ISLAND LT	REBUILT/RECOVERED			50/06	50/06

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2100	OAKLEY LIGHT	MISSING		0414-02 LM	37/02	
2337	ISLAND HARBOR MARINA LIGHT	LT EXT		0279-04 LM	40/04	
2350	PINE BLUFF WAREHOUSE LIGHTS (2)	LT EXT		0280-04 LM	40/04	

3635	TVA TRANSMISSION TOWERS LIGHTS (2)	LT EXT	0550-06 OV	34/06
3640	TVA TRANSMISSION TOWERS LTS (2)	LT EXT	0551-06 06	34/06
3750	DUPONT DOCK LIGHTS (2)	LT EXT	0555-06 OV	34/06
6035	CANAL BARGE CO. DOCK LIGHT	LT EXT	0209-03 UM	16/03
6045	PITMAN-MOORE LIGHT	LT EXT	0287-02 UM	26/02
6100	EXXON COMPANY USA LIGHTS (2)	LT IMCH	0206-03 UM	17/03
6110	VANDENBERGH DOCK LIGHTS (2)	LT EXT	0764-02 UM	51/02
6120	DOW CHEMICAL LIGHT	LT IMCH	0204-03 UM	19/03
6170	QUANTUM CHEMICAL DOCK LIGHTS (2)	LT EXT	0436-01 UM	31/01
6245	ADM/GROWMARK DOCK LIGHT	LT EXT	0767-02 UM	51/02
6325	SENECA DOCK LIGHTS (2)	LT IMCH	0213-03 UM	17/03
6350	CARGILL MOORING LTS (2)	LT IMCH	0203-03 UM	19/03
6455	GARVEY INTERNATIONAL LIGHTS (2)	LT IMCH	0202-03 UM	19/03
6580	CONSOLIDATED GRAIN & BARGE LTS (2)	LT EXT	0222-02 UM	23/02
6695	CONTINENTAL GRAIN COMPANY LIGHT	LT EXT	0350-03 UM	24/03
7250	SHELL DOCK LIGHTS (2)	LT EXT	0123-02 UM	16/02
7255	ADM GROWMARK MOORING LIGHT	LT EXT	0122-02 UM	16/02
7260	SOURS GRAIN TRAMWAY LIGHT	LT EXT	0279-03 UM	21/03
7275	MIDWEST GRAIN DOCK LIGHTS (2)	LT EXT	0119-02 UM	16/02
7295	ADM GROWMARK MOORING LIGHTS (3)	LT EXT	0281-03 UM	21/03
7460	CARGILL MOORING LIGHTS (2)	LT EXT	0284-03 UM	21/03
7620	CARGILL DOCK LIGHTS (2)	LT IMCH	0290-03 UM	21/03
7760	ADM GROWMARK GRAIN ELEV LTS (2)	LT EXT	0306-02 UM	27/02
7905	SOYLAND POWER LIGHTS (3)	LT EXT	0585-01 UM	35/01
9550	WESTVACO DOCK LIGHTS (2)	LT EXT	0012-06 OV	03/06
10020	NUCOR YAMATO PORT FACILITY LTS (2)	LT EXT	0304-02 LM	31/02
10110	BUNGE DOCK LIGHTS (2)	LT EXT	0090-03 LM	08/03
10160	CONTINENTAL GRAIN LIGHTS (3)	LT EXT	0308-02 LM	31/02
10300	CARGILL DOCK LIGHT	LT EXT	0361-01 LM	34/01
10345	COASTAL UNILUBE DOCK LIGHTS (2)	LT EXT	0361-01 LM	34/01
10365	CARGILL DOCK LIGHTS (2)	LT EXT	0404-02 LM	36/02
10380	MATLACK DOCK LIGHT	LT EXT	0400-02 LM	36/02
10390	PEAVEY LIGHTS (2)	LT EXT	0398-02 LM	36/02
10395	SUBURBAN PROPANE DOCK LIGHT	LT EXT	0396-02 LM	36/02
10405	CARGILL LIGHT	LT EXT	0398-02 LM	36/02
10415	WESTERN TAR PRODUCTS DOCK LIGHT	LT EXT	0394-02 LM	36/02
10825	JANOUSH MARINE LIGHT	LT EXT	0271-04 LM	37/04
10935	YELLOW BEND HARBOR LIGHT	LT EXT	0360-01 LM	34/01
10980	GREENVILLE SHIPBUILDING LTS (3)	LT EXT	0273-02 LM	29/02
10990	MISSISSIPPI MARINE DOCK LTS (2)	LT EXT		36/06
11000	TRANSMONTAIGNE DOCK LIGHTS (2)	LT EXT	0244-03 LM	23/03
11010	TRANSMONTAIGNE DOCK LIGHT	LT EXT	0274-02 LM	29/02
11020	BUNGE CONVEYOR LIGHT	LT EXT	0248-03 LM	23/03
11160	MAGNOLIA RESOURCE DOCK LIGHTS (2)	LT EXT	0230-04 LM	35/04
11255	BUNGE DOCK LIGHTS (4)	LT EXT	0376-02 LM	36/02
11320	BUNGE CORPORATION LIGHTS (2)	LT EXT	0384-03 LM	36/03
11335	QUAKER STATE LIGHTS (2)	LT EXT	0347-02 UM	34/02
11345	HOLCIM BARGE LIGHTS (2)	LT IMCH	0370-03 LM	36/03
11350	BIG RIVER SHIPBUILDERS LIGHTS (2)	LT EXT	0371-03 LM	36/03
11485	BUNGE DOCK LIGHTS (2)	LT IMCH	0377-03 LM	36/03
11990	RIVERSIDE DOCK LIGHTS (2)	LT EXT	0695-01 UM	40/01
12080	UNIVERSITY DOCK LIGHT	LT EXT	0696-01 UM	40/01
12285	FARMLAND DOCK LIGHT	LT EXT	0568-04 UM	45/04

13195	BAY STATE DOCK LIGHTS (2)	LT EXT	0569-04 UM	45/04
14518	FULTON RIVER TERMINAL DOCK LIGHT	LT EXT	0625-04 UM	50/04
14550	ADM/CLINTON LIGHTS (3)	LT EXT	0100-05 UM	14/05
14785	MARINA BREAKWATER LIGHTS (2)	LT EXT	0624-04 UM	50/04
14865	BLACKHAWK DOCK LIGHT	LT EXT	0626-04 UM	50/04
14925	CARGILL DOCK LIGHT	LT EXT	0098-03 UM	13/03
14945	DETER'S BOAT DOCK LIGHT	LT IMCH	0052-04 UM	13/04
15015	CARGILL DOCK LIGHTS (2)	LT EXT	0572-04 UM	45/04
15250	AGRI-GRAIN MARKETING DOCK LIGHT	LT EXT	0047-04 UM	13/04
15515	HUBINGER LANDING LIGHT	LT EXT	0198-05 UM	17/05
15620	AYERS OIL COMPANY DOCK LIGHT	LT EXT	0172-05 UM	19/05
15950	BUNGE DOCK LIGHT	Status Unreported	0168-05 UM	19/05
15955	DYNO-NOBEL DOCK LIGHTS (2)	MISSING	0347-02 UM	28/02
15985	HOLNAM MOORING LIGHTS (2)	LT IMCH	0645-04 UM	48/04
16100	JERSEY COUNTY GRAIN DOCK LIGHTS(2)	LT EXT	0221-03 UM	16/03
16215	COMMODORE MEYER LIGHT	LT EXT	0349-02 UM	28/02
16310	SIOUX CITY/NEW ORLEANS TERMINAL LT	Status Unreported	0249-99 UM	49/99
16380	WESTERN DOCK LIGHTS (9)	LT EXT	0431-02 UM	33/02
16390	ADM-GROWMARK DOCK LIGHTS (4)	LT EXT	0776-01 UM	44/01
16580	VALVOLINE PIER LIGHTS (3)	LT EXT	0787-01 UM	44/01
16680	UNION ELECTRIC DOCK LIGHTS (5)	LT EXT	0033-04 UM	09/04
16715	BARNHART LIMESTONE DOCK LIGHT	LT EXT	0840-01 UM	47/01
18405	ARCADIAN DOCK LIGHT	LT EXT	0676-05 UM	08/06
18700	BUNGE DOCK LIGHTS (3)	MISSING/LT EXT	0689-05 UM	08/06
19175	BARTLETT DOCK LIGHT	MISSING	0557-06 UM	41/06
19180	AG PROCESSING DOCK LIGHTS (2)	LT IMCH	0562-06 UM	41/06
19185	ST. JOSEPH L & P DOCK LIGHT	LT IMCH	0690-05 UM	08/06
19300	AGP GRAIN DOCK LIGHT	LT EXT	0680-05 UM	08/06
19465	CARGILL DOCK LIGHTS (2)	LT EXT	0447-06 UM	36/06
19505	BOARD OF PUBLIC UTILITIES LIGHT	LT EXT	0679-05 UM	08/06
19540	PUBLIC UTILITIES LIGHTS(2)	LT EXT	0446-06 UM	36/06
19670	BRENNTAG MID-SOUTH DOCK LIGHT	LT EXT/LT IMCH	0160-05 UM	15/05
19695	K.C. POWER AND LIGHT LIGHTS (2)	LT EXT/LT IMCH	0681-05 UM	08/06
21965	NEMACOLIN MINES LIGHT	LT EXT	0195-03 OV	14/03
22065	LA BELLE VESTA LIGHTS (2)	LT EXT	0198-03 OV	14/03
25980	COVINGTON RIVERFRONT PARK LTS (2)	LT IMCH	0401-03 OV	24/03
26010	ACMS DOCK LIGHTS (2)	LT EXT	0684-00 OV	37/00
26290	BOONE COUNTY SAND AND GRAVEL LTS(2)	LT EXT	0769-00 OV	40/00
26430	DOW DOCK LIGHTS (2)	LT EXT	0002-05 OV	18/05
26685	LOUISVILLE WATER INTAKE LIGHT	LT EXT	0761-04 OV	18/05
26725	LOUISVILLE TERMINAL LIGHTS (2)	MISSING	0448-00 OV	26/00
28270	ELECTRIC ENERGY LIGHTS (6)	LT EXT	0082-06 OV	10/06
28470	STATE PARK MARINA LIGHTS (2)	LT EXT	0247-04 LM	35/04
29350	PINE BLUFF SAND & GRAVEL LTS (2)	LT IMCH	0295-06 LM	38/06
29351	ALEXANDRIA PORT AUTHORITY BULK DOCK LTS	LT EXT	0295-06 LM	38/06
30350	A. E. STALEY LIGHTS (3)	LT IMCH	0813-03 OV	45/03
30360	VISCASE INTAKE LIGHT	LT IMCH	0814-03 OV	45/03
30842	SEQUOYAH NUCLEAR PLANT SECURITY ZONE BUOYS (11)	LT EXT	0239-05 NO	21/05
31035	SHOWBOAT SUITES LIGHT	LT EXT	0699-03 OV	38/03
31085	ROBMER DOCK LIGHTS (2)	LT EXT	0570-02 OV	35/02
31957	FLORENCE PARK BOAT DOCK LIGHT	LT EXT	0740-03 OV	42/03
32030	LAROCHE INDUSTRIES INTAKE BUOY	MISSING	0745-03 OV	42/03

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
18570	DEBRUCE GRAIN DOCK LIGHTS (2)	WATCHING PROPERLY			08/06	50/06
19535	PUBLIC UTILITIES INTAKE LIGHTS (3)	WATCHING PROPERLY			08/06	50/06
19595	MIDWEST TERMINAL LIGHTS (3)	WATCHING PROPERLY			08/06	50/06
19660	CONTINENTAL GRAIN DOCK LIGHTS (4)	WATCHING PROPERLY			22/05	50/06

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6990	CIRCLE LT	TRDBN		0680UM	02/05	
8330	WITCHERS ISLAND LT	TRDBN			33/06	
12700	CANNON RIVER DBN	TRUB		0643UM	47/06	
12750	BAY CITY LT	TRUB		0642UM	47/06	
12772	POINT NO POINT LIGHTED BUOY	TRUB		0657UM	47/06	
13420	BROKEN ARROW LT	TRUB		0641UM	47/06	
14130	MCKNIGHT LIGHTED BUOY	TRUB		0658UM	47/06	
14360	WING DAM 26 LIGHTED BUOY	TRUB		0665UM	49/06	
14720	MOLINE LIGHTED BUOY	TRUB		0634UM	47/06	
15370	SHOKOKAN LIGHTED BUOY	TRUB		0636UM	47/06	
15395	DUTCHMAN ISLAND LIGHTED BUOY	TRUB		0676UM	50/06	
15435	SUNKEN M/V JOHN PAUL L/B	TRUB		0671UM	50/06	
15445	NAUVOO BLUFF LIGHTED BUOY	TRUB		0673UM	50/06	
15465	GALLAND LIGHTED BUOY	TRUB		0674UM	50/06	
15475	WAGGONER PT LIGHTED BUOY	TRUB		0675UM	50/06	
15530	DES MOINES RIVER LIGHTED BUOY	TRUB		0672UM	50/06	
15670	HOGBACK LIGHTED BUOY	TRUB		0663UM	49/06	
18265	COUNCIL BLUFFS DBN	DISCONTINUED		0622UM	46/06	
26175	PIKES PEAK LIGHT	N/A		0049OV	05/04	
29236.01	HANNAH DBN	DISCONTINUED		0304LM	40/06	
32405	ROCKPORT LANDING LT	TRUB		0305OV	19/06	
32525	BIG SANDY LT	TRLB		0662OV	43/04	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
None					

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNLM
None		

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNLM
None			

Comments and recommendations regarding proposed aids to navigation changes should be submitted to:

Commander (dpw)
Eighth Coast Guard District
Attn: Federal Projects
500 Poydras Street, Room 1230
New Orleans, LA 70130-3310

Or by e-mail: my2cents@d8.uscg.mil

- All comments or recommendations should include the following information:
- a. Quantity, type, capacity, and value of vessels involved and the extent to which vessels transit the area seasonally, by day, and by night.
 - b. If known, the type of navigational devices (e.g. compass, radio direction finder, radar, Loran, search lights, etc.) with which each vessel is equipped.
 - c. The number of vessel passengers and/or type, quantity, and value of cargo involved.
 - d. Chart section or graphic, as necessary to illustrate the comment or recommendation.

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

ALLEGHENY RIVER

MILE 2.5 - BRIDGE REPAIR

31st Street Bridge; Contractor will be performing repair work at various locations during daylight hours, Monday through Friday. A debris containment system extends 3 feet below low steel in the navigation channel. Vertical clearance is reduced to 69.6 feet above pool stage. Mariners are urged to transit the bridge with caution.

LNM: OB

BLACK WARRIOR RIVER -TOMBIGBEE - WATERWAY

MILE 365.0 - L/D CLOSURE

Commencing approximately 8:00 a.m., December 12, 2006 and continuing until approximately 8:00 a.m., December 16, 2006, the Bankhead L/D, vicinity of Mile 365.0, will be closed for repairs.

LNM: ACOE

CLINCH RIVER

MILE 43.6 - BRIDGE REHABILITATION - UPDATE

Solway Bridge; Bridge is undergoing rehabilitation and painting until December 20, 2006. Due to a suspended work platform, vertical clearance of the navigation span will be a minimum of 40 feet, a reduction of approximately 3 feet.

LNM: OB

CUMBERLAND RIVER

MILE 43.0 - DREDGE OPERATION

Continuing until approximately January 15, 2007, Southwind Construction Corporation is conducting dredge operations in the vicinity of Mile 43.0. The contractors floating plant will consist of the Cutter Head Dredge ELLICOTT, SDR pipeline and a tender vessel. Work will be conducted during daylight hours. During non-working hours the contractors floating plant will be moored at the work-site and lighted accordingly. Dredged spoils will be placed in an upland disposal area at the Lick Creek embayment area. The Dredge ELLICOTT will monitor VHF-FM Channel 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

DES PLAINES RIVER

MILE 284.0 - SUBMERGED OBSTRUCTION

A submerged obstruction has been reported in the vicinity of Mile 284.0, mid-channel. Mariners are advised to transit the area with extreme caution.

LNM: SEC LAKE
MICH

ILLINOIS WATERWAY

MILE 170.0 - ADRIFT STRUCTURE

A 10-foot by 20-foot duck blind has been reported adrift in the vicinity of Mile 170.0, mid-channel. Mariners are urged to use extreme caution when transiting the area.

LNM: 0678UM

MILE 129.0 - MILE 102.0 - SAFETY ADVISORY

High water conditions have been reported between approximate Miles 129.0 and 102.0. The COTP Upper Mississippi River has issued the following Safety Advisory. The Illinois Waterway between Miles 129.0 and 102.0 (Havana Gauge) is at the high water stage of the Illinois Waterway Action Plan. Towing vessels should proceed at their slowest safe operating speed, based upon the prevailing conditions, in order to minimize wake damage. Mariners should be alert for drifting debris, due to the high river levels. Mariners are urged to use extreme caution when transiting the area.

LNM: 0670UM

KANAWHA RIVER

MILE 67.7 - L/D CLOSURE - UPDATE

Previous restrictions placed on the land chamber at Marmet Lock and Dam, Mile 67.7, Kanawha River, have reportedly been lifted.

LNM: 0965OV

MILE 81.5 - DREDGE OPERATION

Commencing approximately December 26, 2007 and continuing until approximately December 28, 2006, Kanawha Crane and Construction will conduct facility maintenance dredging at the Frasure Creek Mining Facility, in the vicinity of Mile 81.5, RDB. The contractors floating plant will consist of the M/V LOUIS D, a crane barge and a material barge. Work will be conducted from 7:00 a.m. to 5:00 p.m. The M/V LOUIS D will monitor VHF-FM Channel 13. Dredged materials will be placed in an upland disposal area along the Ohio River, in the vicinity of Mile 266.0, RDB. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 67.7 - LOCK CONSTRUCTION/BLASTING SCHEDULE

Commencing approximately January 8, 2007 and continuing until approximately June 10, 2007, blasting will be conducted for new lock construction at Marmet L/D, vicinity of Mile 67.7. An ACOE Notice to Navigation Interest 06-78, is attached at the end of this LNM, regarding specifics on the blasting schedule.

LNM: ACOE

MILE 41.5 - PIPELINE CROSSING CONSTRUCTION

Continuing until approximately December 30, 2006, Madison Coal and Supply Company will be constructing a pipeline crossing in the vicinity of Mile 41.5. The contractors floating plant will consist of the M/V MAJOR, 2 crane barges and 3 work barges. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant will be moored at the worksite along the LDB and lighted accordingly. The M/V MAJOR will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 39.0 - MILE 38.5 - MOORING CELL CONSTRUCTION

Commencing approximately October 25, 2006 and continuing until approximately December 1, 2007, Ross Brother Construction Company will conduct construction of 11 mooring cells between approximate Miles 39.0 and 38.5, LDB, American Electric Power Facility. The contractors floating plant will consist of the M/V MISTY LIZ, 2 barge mounted cranes and 2 material barges. Work will be conducted from 7:00 a.m. until 5:30 p.m., Monday through Friday. During non-working hours, the contractors floating plant will be moored at the work-site and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize wake and proceed with caution.

LNM: ACOE

MILE 39.7 - EQUIPMENT OFFLOAD

Commencing approximately December 21, 2006 and continuing until approximately December 31, 2006, the Babcock and Wilcox Company will offload equipment to the American Power Facility, in the vicinity of Mile 39.7, LDB. The contractors floating plant will consist of the M/V FLORENCE T and an equipment barge. The M/V FLORENCE T will monitor VHF-FM Channel 13. Work will be conducted from 8:00 a.m. to 5:00 p.m., 6-days per week. This operation will entail temporary mooring of a 200 foot barge perpendicular to the bank, with the barges stern adjacent to the navigation channel. During non-working hours, the floating plant will be moored parallel to the bank and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize wake and proceed with caution.

LNM: ACOE

LOWER MISSISSIPPI RIVER

MILE 643.0 - AIDS TO NAVIGATION

Several buoys have been reported missing in the vicinity of Mile 643.0. Mariners are urged to use extreme caution in the area.

LNM: 0357LM

MILE 633.0 - AIDS TO NAVIGATION

Several buoys have been reported missing in the vicinity of Mile 633.0. Mariners are urged to transit this area with extreme caution.

LNM: 0356LM

MILE 612.0 - AIDS TO NAVIGATION

Two can buoys have been reported missing in the vicinity of Mile 612.0. Mariners are urged to use extreme caution in the area.

LNM: 0363LM

MILE 231.0 - MILE 230.0 - FIREWORKS DISPLAY

On December 16, 2006, from 8:15 p.m. until 8:45 p.m., the Port Allen Bonfest Fireworks display will be held between approximate Miles 231.0 and 230.0. The river will be closed for this event. The Patrol Commander will monitor VHF-FM Channels 16 and 21 during the event.

LNM: COTP
NOLA

UPPER MISSISSIPPI RIVER

MILE 839.2 - BRIDGE MAINTENANCE

Chicago And Northwestern Railroad Drawbridge; Scaffolding will hang approximately 7.5 feet below low steel. The bridge will normally be positioned at a level 10 feet above the closed to navigation position. When the bridge is in the fully opened position, the vertical clearance will be 64.2 feet above normal pool. When the bridge is in the fully closed position, the vertical clearance will be reduced to 17.6 feet above normal pool. Mariners are advised to transit the bridge with caution and give advanced notice to request an opening.

LNM: OB

MILE 793.1 - MILE 394.3 - AIDS TO NAVIGATION - UPDATE

The following aids to navigation have been removed for the 2006 ice season:

Cannon River Daybeacon (LLNR 12700), vicinity of Mile 793.1, replaced with an unlighted buoy,
Bay City Light (LLNR 12750), vicinity of Mile 787.7, replaced with an unlighted buoy,
Point No Point Lighted Buoy (LLNR 12772), vicinity of Mile 779.8, replaced with an unlighted buoy,
Broken Arrow Light (LLNR 13420), vicinity of Mile 696.3, replaced with an unlighted buoy,
McKnight Lighted Buoy (LLNR 14130), vicinity of Mile 584.3, replaced with an unlighted buoy,
Wing Dam 26 Lighted Buoy (LLNR 14360), vicinity of Mile 548.5, replaced with an unlighted buoy,

MILE 793.1 - MILE 394.3 - AIDS TO NAVIGATION - UPDATE

Moline Lighted Buoy (LLNR 14720), vicinity of Mile 488.2, replaced with an unlighted buoy,
Shokokan Lighted Buoy (LLNR 15370), vicinity of Mile 394.3, replaced with an unlighted buoy,
Dutchman Island Lighted Buoy (LLNR 15395), vicinity of Mile 384.8, replaced with an unlighted buoy,
Sunken M/V John Paul Lighted Buoy (LLNR 15435), vicinity of Mile 378.4, replaced with an unlighted buoy,
Nauvoo Bluff Lighted Buoy (LLNR 15445), vicinity of Mile 375.5, replaced with an unlighted buoy,
Galland Lighted Buoy (LLNR 15465), vicinity of Mile 371.5, replaced with an unlighted buoy,
Waggoner Point Lighted Buoy (LLNR 15475), vicinity of Mile 367.2, replaced with an unlighted buoy,
Des Moines River Lighted Buoy (LLNR 15530), vicinity of Mile 361.5, replaced with an unlighted buoy and
Hogback Lighted Buoy (LLNR 15670), vicinity of Mile 332.6, replaced with an unlighted buoy.

LNM: UM

MILE 832.5 - BRIDGE REPLACEMENT - UPDATE

Wakota Highway Bridge; The channel will be blocked to navigation for construction of falsework towers beneath the arch span. The floating plant will occupy the channel on the downstream side and 2 barges will be moored immediately upstream for ice protection of the towers. Mariners may contact the M/V GRACIE M via VHF-FM Channel 16, for status.

LNM: OB

MILE 830.3 - BRIDGE LIGHTING

St. Paul Park Railroad And Highway Drawbridge; Only the green navigation lights are extinguished. Red navigation lights are functioning and red retro-reflective panels are in place on the upstream and downstream ends of the channel piers and the upstream and downstream ends of the center pivot protection fence. Mariners are requested to transit the bridge with extreme caution.

LNM: OB

MILE 815.2 - L/D CLOSURE -UPDATE

L/D 2, vicinity of Mile 815.2, is closed for maintenance and repair until March 15, 2007.

LNM: ACOE

MILE 752.8 - L/D CLOSURE - UPDATE

L/D 4, vicinity of Mile 752.8, is closed for maintenance and repair until March 1, 2007.

LNM: ACOE

MILE 579.9 - BRIDGE REPAIR

Illinois Central Railroad Drawbridge; From December 15, 2006 until March 15, 2007, the bridge will open on 24-hour advance notice. Mariners requesting an opening shall contact the bridge at (319) 269-2102 during the day or at (815) 747-3312 anytime. Due to the repairs, mariners are requested to use the Illinois span to transit.

LNM: OB

MILE 518.1 - BRIDGE MAINTENANCE

Clinton Highway Bridge; A containment system installed in the navigation span reduces the vertical clearance to 66.9 feet at center of span and 60.9 feet at the sheer fence. Mariners are advised to transit the bridge with caution.

LNM: OB

MILE 403.1 - SHEAR FENCE DAMAGE

Burlington Railroad Bridge; Shear fence located downstream of pivot pier has been heavily damaged for 50 feet at the downstream end.

LNM: OB

MILE 157.9 - DREDGE OPERATION - UPDATE

The Dredge POTTER has completed operations in the vicinity of Mile 157.9.

LNM: 0629UM

MILE 125.0 - DREDGE OPERATION

Continuing until further notice, the Dredge AMERICA will be operating in the vicinity of Mile 125.0. Work will be conducted 24-hours per day, 7-days per week. The Dredge POTTER requests 30-minutes advance notice of passage and will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: 0677UM

MILE 94.5 - DREDGE OPERATION

Continuing until further notice, the Dredge POTTER will be operating in the vicinity of Mile 94.5, just outside of the red buoy line. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: 1052OV

MISSOURI RIVER**MILE 806.0 - BRIDGE PROPOSAL**

MISSOURI RIVER

MILE 806.0 - BRIDGE PROPOSAL

Yankton Bridge Replacement; An application has been received from HDR Engineers on behalf of Nebraska Department of Roads, by the Commander, Eighth Coast Guard District, for approval of location and plans for construction of a highway bridge over a navigable waterway of the United States.

Minimum Navigational Clearances

Existing

Horizontal: 230.0 feet measured normal
to axis of the channel

Vertical: 28.0 feet above low water

Concrete Alternative

Horizontal: 250 feet measured normal
to axis of the channel

Vertical: 33.15 feet above 2% flow line
elevation 1160.0 feet m.s.l.

Steel Alternative

Horizontal: 250.0 feet measured normal
to axis of the channel

Vertical: 30.04 feet above 2% flow line
elevation 1160.0 m.s.l.

Environmental Considerations:

The Federal Highway Administration (FHWA) as the lead federal agency, approved a Final Environmental Impact Statement (FEIS) on June 15, 2004 and a Record of Decision on September 22, 2004. The Coast Guard adopted the FEIS on November 30, 2006. Copies of the environmental documents are available for review at the office of the Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, during office hours (8:00 a.m. to 4:00 p.m.) Monday through Friday, except Federal holidays.

Solicitation Of Comments:

Interested parties are requested to express their views, in writing, on the proposed replacement bridge. Give sufficient details to establish a clear understanding of the reasons for support or opposition to the proposal. Comments are solicited on the possible need for a fendering system on the bridge. Comments will be received for the record at the office of the Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832 through January 8, 2007.

LNM: OB

MILE 97.91 - BRIDGE CONSTRUCTION

New Hermann Highway Bridge; Until March 1, 2007, main channel opening is reportedly reduced to approximately 245 feet due to falsework construction. The LDB channel is still restricted with mariners advised to use main channel. Mariners can contact the onsite workboat SAMMY J on VHF-FM Channel 16, for more information.

LNM: OB

MONONGAHELA RIVER

MILE 14.4 - BRIDGE REPAIR

Riverton Railroad Bridge; An underdeck platform will be used during on-going repair work. Work platform will hang approximately 3.7 feet below low steel until February 2, 2007.

LNM: OB

MILE 7.3 - BRIDGE MAINTENANCE

Pittsburgh - Homestead Bridge; Scaffolding will hang approximately 3 feet below low steel until October 31, 2007.

LNM: OB

MILE 3.1 - BRIDGE MAINTENANCE

South Thirtieth Street Bridge; Due to a suspended work platform, vertical clearance is reduced to 45.9 feet above normal pool until September 1, 2007.

LNM: OB

OHIO RIVER

MILE 155.4 - BRIDGE MAINTENANCE - UPDATE

Hi Carpenter Bridge; The vertical clearance is reduced to approximately 62 feet by containment for cleaning and painting operations. Work is suspended until Spring 2007. Mariners are requested to exercise caution when passing through the bridge span.

LNM: OB

MILE 165.2 - STONE BANK PROTECTION

Continuing until approximately December 15, 2006, Madison Coal and Supply Company will be conducting stone bank protection operations in the vicinity of Mile 165.2, LDB. The contractors floating plant will consist of the M/V POINT, a crane barge and a work barge. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant will be moored at the work-site and lighted accordingly. The M/V POINT will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 189.0 - BRIDGE CONSTRUCTION - UPDATE

Blennerhassett Bridge; The river will be blocked to traffic from 8:00 a.m. until 12:00 noon on December 18, and 19, 2006, due to bridge

MILE 189.0 - BRIDGE CONSTRUCTION - UPDATE

construction activity in the channel. Construction barges will be working in and around the navigation channel at other times during daylight hours. Mariners are advised to contact the M/V RICHARD NEAL on VHF-FM Channel 16 for passing instructions. From 6:00 p. m. until 7:00 a.m., contact the M/V CAROLE NEAL for information/assistance.

LNM: OB

MILE 203.9 - DREDGE OPERATION - UPDATE

Continuing until approximately December 22, 2006, Madison Coal and Supply Company, will conduct dredging operations at Belleville L/D Lower Approach, vicinity of Mile 203.9. The contractors floating plant will consist of the M/V MILTON, a barge mounted crane and 2 material barges. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Thursday. During non-working hours, the contractors floating plant will be moored outside of the navigation channel and lighted accordingly. Dredged material will be disposed in an approved, in water, disposal area. The M/V MILTON will monitor VHF-FM Channel 13. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 251.31 - BRIDGE REPLACEMENT

Pomeroy-Mason Bridge; Replacement; superstructure and pier work is taking place on both sides of the channel. Several barges and work cranes are on-scene, but not in the channel. Work will be performed Monday through Saturday, from 7:30 a.m. until 6:00 p.m. Mariners can call the M/V TOM COOK on VHF-FM Channel 16, and should transit the area with caution.

LNM: OB

MILE 536.1 - SHEET PILE CONSTRUCTION

Continuing until approximately February 27, 2007, Southern Marine Construction Company is constructing 6 sheet pile cells in the vicinity of Mile 536.1, LDB, Kentucky Utilities Ghent Plant. The contractors floating plant will consist of the M/V BRANDI AUDRY, M/V LITTLE GIANT, 2 crane barges and a deck barge. Work will be conducted Monday through Friday, during daylight hours. During non-working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. The M/V BRANDI AUDRY and the M/V LITTLE GIANT will monitor VHF-FM Channel 13. Mariners are urged to exercise extreme caution when transiting the area.

LNM: ACOE

MILE 603.1 - BRIDGE MAINTENANCE

John F. Kennedy Memorial Bridge; The vertical clearance is reduced by approximately 4 feet, to 67 feet above normal pool, due to containment installed below the low steel. Cleaning and painting crews are on the work platform below the bridge deck. Vessels should pass with caution.

LNM: OB

OUACHITA-BLACK WATERWAY**MILE 191.81 - BRIDGE CONSTRUCTION**

Sterlington Highway Bridge; Construction barges are at the RDB, encroaching into the channel approximately 180 feet for cofferdam construction activities. Barges will move on advance notice for navigation and will be moved to the bank after work hours. Mariners should exercise caution when transiting the cofferdam site. Contact M/V KARL R on VHF-FM Channel 16, for status.

LNM: OB

MILE 57.5 - BRIDGE FENDER SYSTEM

Harrisonburg Drawbridge; Repair work has commenced on the upstream pier protection. Mariners can contact the onsite foreman, Coastal Bridge Company at 225-610-7203, to determine in which navigation span the work barges are located each day.

LNM: OB

RED RIVER**MILE 225.1 - BRIDGE REHABILITATION**

Shreveport-Barksdale Highway; Rehabilitation of the westbound bridge and the construction of 2 temporary shoring towers has commenced. A crane barge and 2 material barges are stationed in the east channel, so mariners shall use the main channel span (west side channel), which will remain unobstructed. The shoring towers will be lit by fixed red lights.

LNM: OB

ST. CROIX RIVER**MILE 0.3 - BRIDGE MAINTENANCE**

Prescott Highway Drawbridge; The draw span is closed to navigation until April 1, 2007, for electrical and mechanical systems overhaul.

LNM: OB

TENNESSEE RIVER**MILE 645.1 - BRIDGE OPERATION**

James E. Karnes Bridge (Pedestrian Crossing Addition); The contractor has mobilized floating plant at the site in preparation for work at the piers and in the channel. Work is performed from 7:00 a.m. to 5:30 p.m., weekdays. Mariners may contact M/V MS. MARY via VHF-FM Channels 11, 13 or 16, which will be monitored for vessel traffic.

LNM: OB

MILE 259.4 - L/D PROCEDURES

An ACOE Nashville, Notice to Navigation Interests, 06-46, establishing new operating procedures for Wilson L/D, vicinity of Mile 259.4, is attached at the end of this LNM.

LNM: ACOE

YAZOO RIVER**MILE 17.41 - BRIDGE REPLACEMENT**

U.S. 61 (Redwood) Highway Bridge Replacement; A cofferdam is being constructed entirely on the right descending bank with no equipment in the river. There are no impacts to navigation.

LNM: OB

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure / Dayboard Up Down	(7) Remarks
17347	Bill Emerson Memorial Bridge	51.5				CLEARANCES: Horizontal, 50/06 1057.0 feet; Minimum vertical clearance for the left descending 800 feet of horizontal clearance is 96 feet above zero on the Cape Girardeau Gauge with the center of the bridge providing 105 feet above zero on the gauge.
		*				*

Commander, Eighth Coast Guard District
Hale Boggs Federal Building, Room 1230
500 Poydras Street, New Orleans, LA 70130-3310
Telephone (504) 671-2327
(Business Hours 7:00 a.m. - 3:30 p.m. Monday - Friday)
(Nights, Weekends, Holidays) (504) 589-6225
RADM Whitehead



**US ARMY CORPS
OF ENGINEERS**
ROCK ISLAND
DISTRICT

Navigation Notice

River:
MISSISSIPPI RIVER

Date:
27 October 2006

Location:
UMR Mile 301.2-615.1

Effective Period:
SEE BELOW

In Reply Refer to:
OD-MV

LEGAL NOTICE TO NAVIGATION

UPPER MISSISSIPPI RIVER ICE CONDITIONS

UMR MILE 301.2 - 615.1

1. All tows are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice-forming season. Currently, flows on the Mississippi River are below normal for this time of year. As winter approaches and water temperatures drop, ice will form rapidly, reducing river flow by as much as 50% over the course of a few days. During this time, channel velocities will be minimal leading to ice build up at bends in the river and on submerged training structures. Once initial ice formation is complete, flows will rebound slightly, making movement somewhat less difficult.
2. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high-localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
3. Sheet ice will at times prevent opening of the upper and lower miter gates. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages. Double tripping or use of an industry helper boat will be required when the lock is unable to process the first cut of a double due to ice conditions.

OD-MV

Upper Mississippi River

4. During periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings the entire width of the tow, at break points of the tow, will be required at all locks when ice is present at the lock. Ice conditions at UMR locks may occur as early as 1 November. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.
5. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.
6. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.
7. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.



William T. Gretten, P.E.
Operations Manager
Mississippi River Project

MR 06-53



US ARMY CORPS
OF ENGINEERS
ROCK ISLAND
DISTRICT

Navigation Notice

River:
ILLINOIS WATERWAY

Date:
7 December 2006

Location:
RM 80.0 - 280.0
RM 321.0 – 326.5 (Little Calumet River)

Effective Period:
SEE BELOW

In Reply Refer to:
OD-I

LEGAL NOTICE TO NAVIGATION

ILLINOIS WATERWAY

ICE CONDITIONS

RM 80.0 - 280.0 and RM 321.0 – 326.5 (Little Calumet River)

1. All tows moving through the Illinois Waterway from river mile 80.0 to 280.0 and on the Little Calumet River from river mile 321.0 to 326.5 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, mile 162.0 to 180.0.
2. Experience has shown that ice gorges can most frequently be expected to form between miles 86.5 and 95.5 (Grape Island to Sugar Creek), between miles 127.0 and 137.0 (Liverpool to Copperas Creek), at mile 237.2 (Mayo Island), between miles 240.6 and 241.5 (Bulls Island), at mile 242.5 (Milliken Creek Light and Daymark) and at mile 243.7 (Marseilles Lock Light and Daymark).
3. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
4. Sheet ice may be expected throughout the length of the waterway downstream from about mile 280.0 and in the Marseilles Canal and that reach of the waterway between mile 321.0 and Thomas J. O'Brien Lock, mile 326.5 on the Calumet River.
5. Sheet ice will at times prevent opening of the upper and lower lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages.

OD-I

Illinois Waterway

6. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations when ice is present at the lock. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding traffic flow through the locks. Industry is expected to view the Navigation resources-Lock Conditions Report on the MVR web page on a daily basis for current information, requirements, and restrictions, especially during winter months.

7. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.

8. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.

9. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.



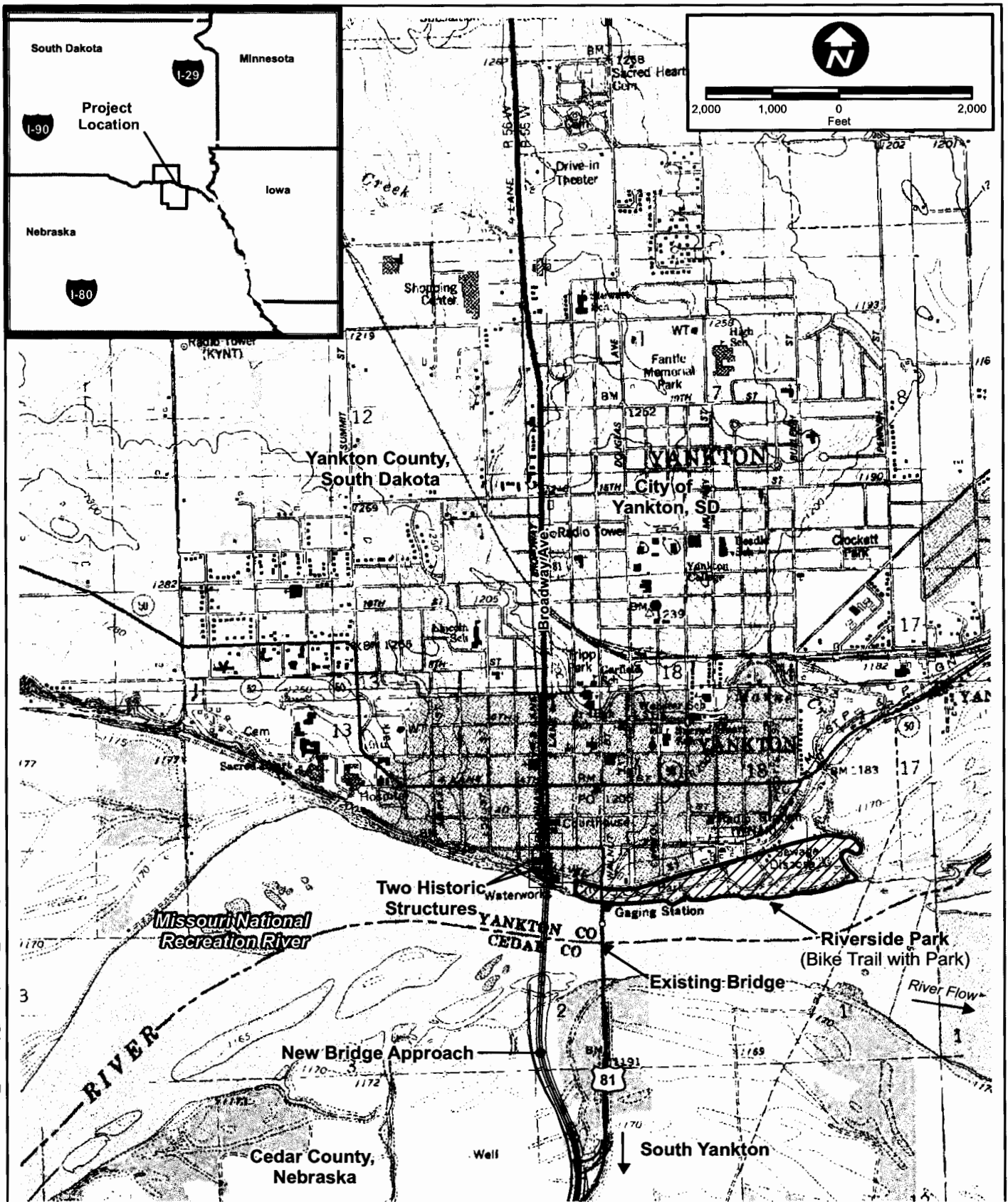
Michael D. Cox
Chief, Locks and Dams
Illinois Waterway Project Office

IW 06-29

NOTICE TO EDITORS:

This notice is provided as background information for your use in formatting news stories. This notice is not a contract for classified display advertising. For more information call the Rock Island District Public Affairs Office, 309/794-5274

HDR, Omaha, D:\temp\Talbitzer\Yankton_SD\map_docs\parcel_overlay.mxd, October 2006, tct



HDR

Location Map



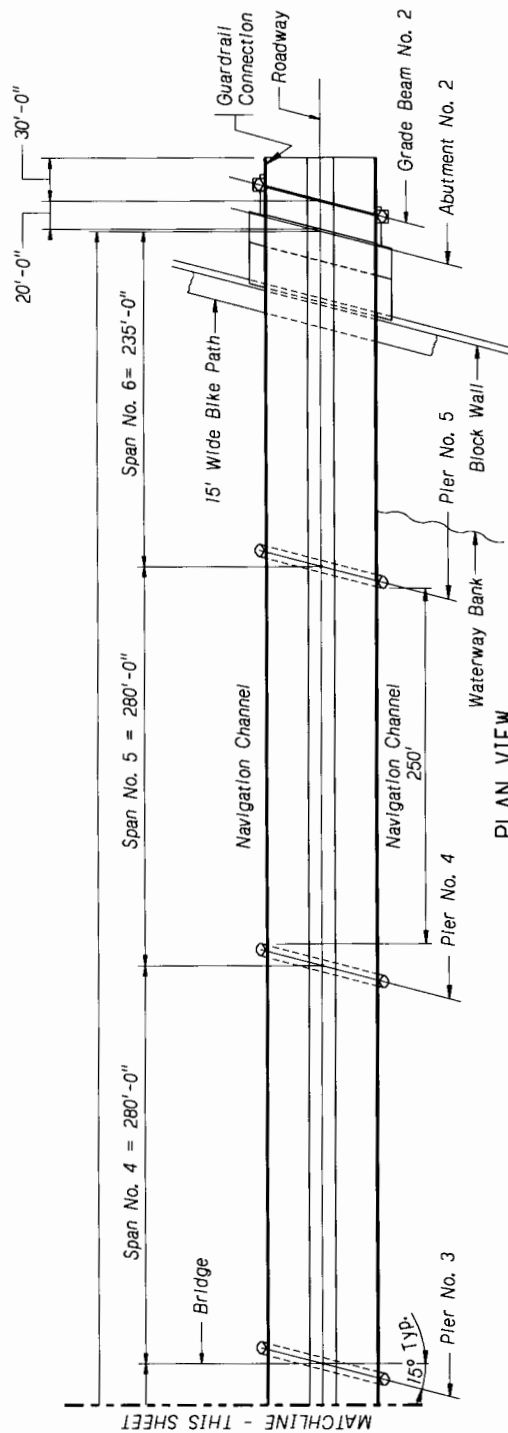
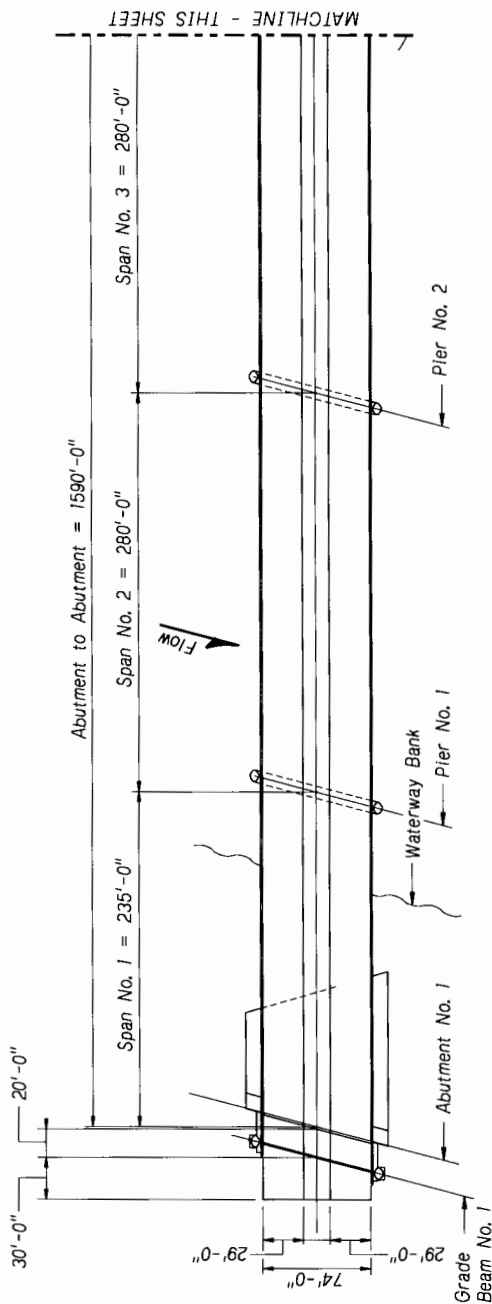
Proposed Missouri River Bridge RM 806.0
City of Yankton, Yankton County South Dakota and
Cedar County, Nebraska
Application by Nebraska Department of Roads

DATE

November 2006

Sheet

1 of 5



PLAN VIEW



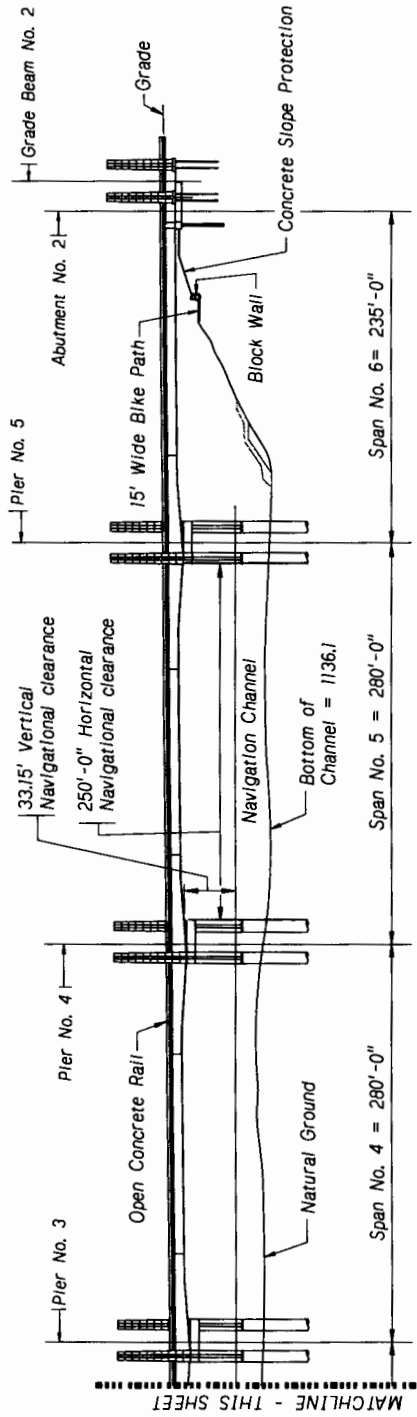
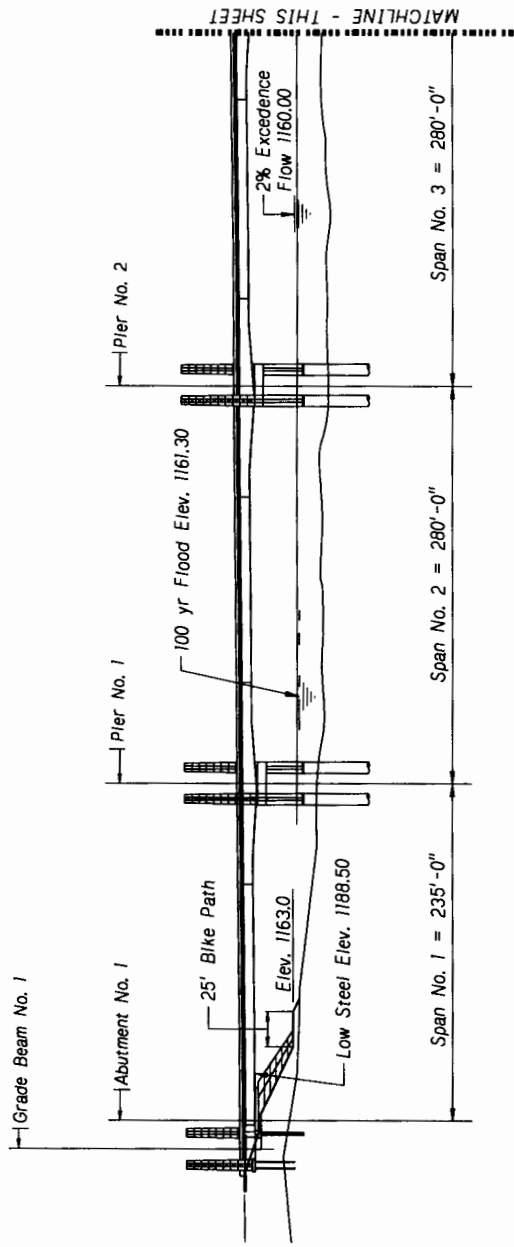
PROPOSED MISSOURI RIVER BRIDGE
RIVER MILE 866.0
NEAR YANKTON
YANKTON COUNTY, SOUTH DAKOTA
CEDAR COUNTY, NEBRASKA
APPLICATION BY
NEBRASKA DEPARTMENT OF ROADS



STEEL STRUCTURE

Sheet 2 of 5

Date: Oct. 2006

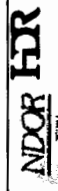


ELEVATION VIEW

Amount of Fill Below 100 Year Flood = 2,994 cu yd

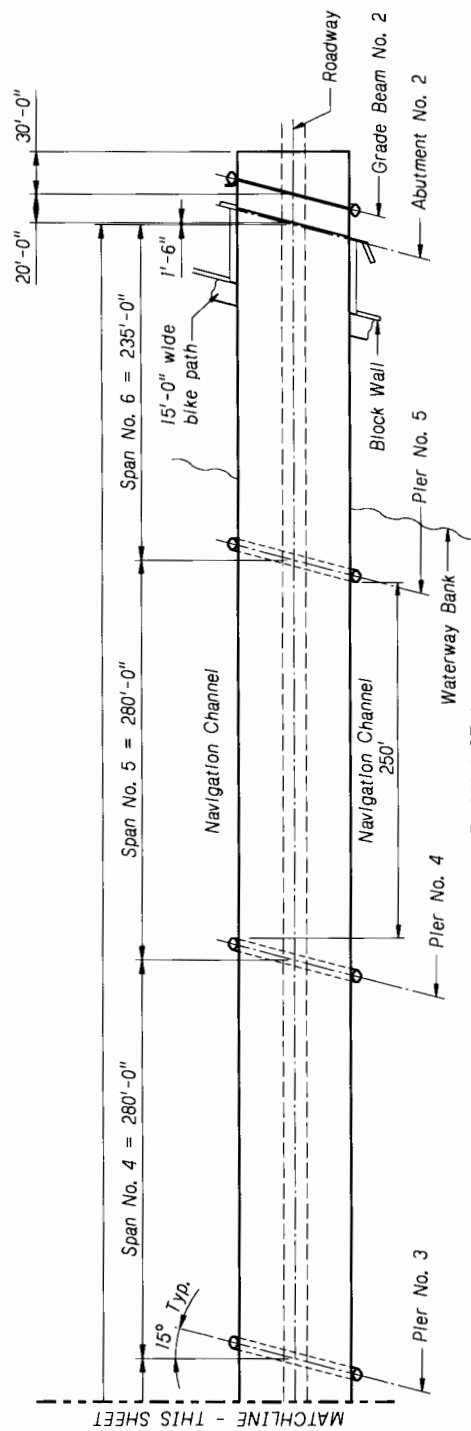
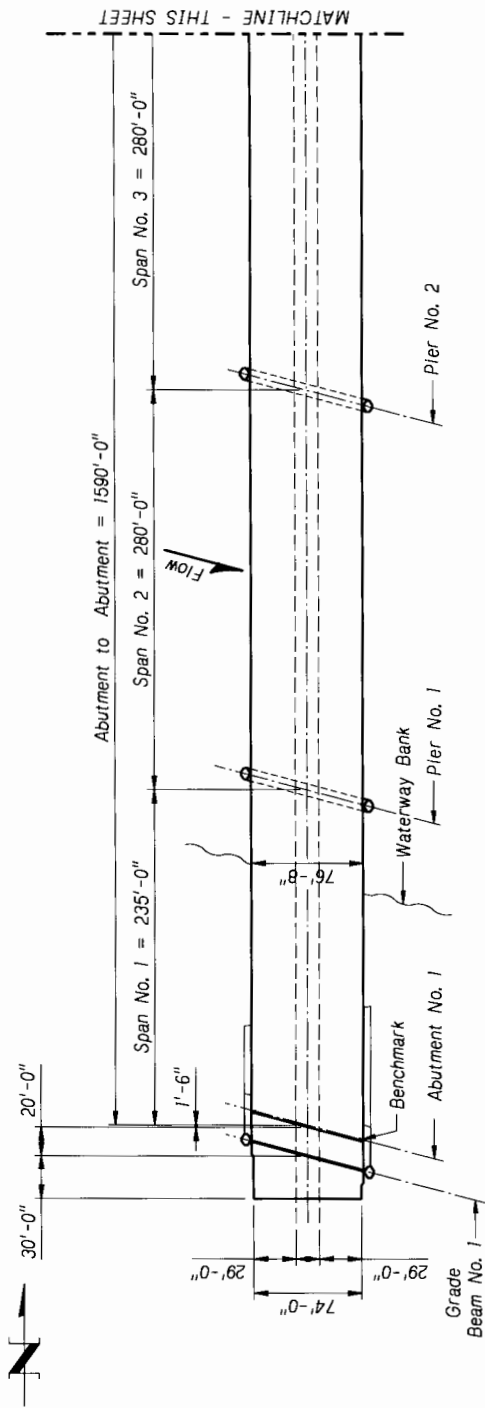


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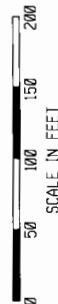


STEEL STRUCTURE

PROPOSED MISSOURI RIVER BRIDGE
RIVER MILE 806.0
NEAR YANKTON
YANKTON COUNTY, SOUTH DAKOTA
CEDAR COUNTY, NEBRASKA
APPLICATION BY
NEBRASKA DEPARTMENT OF ROADS



PLAN VIEW



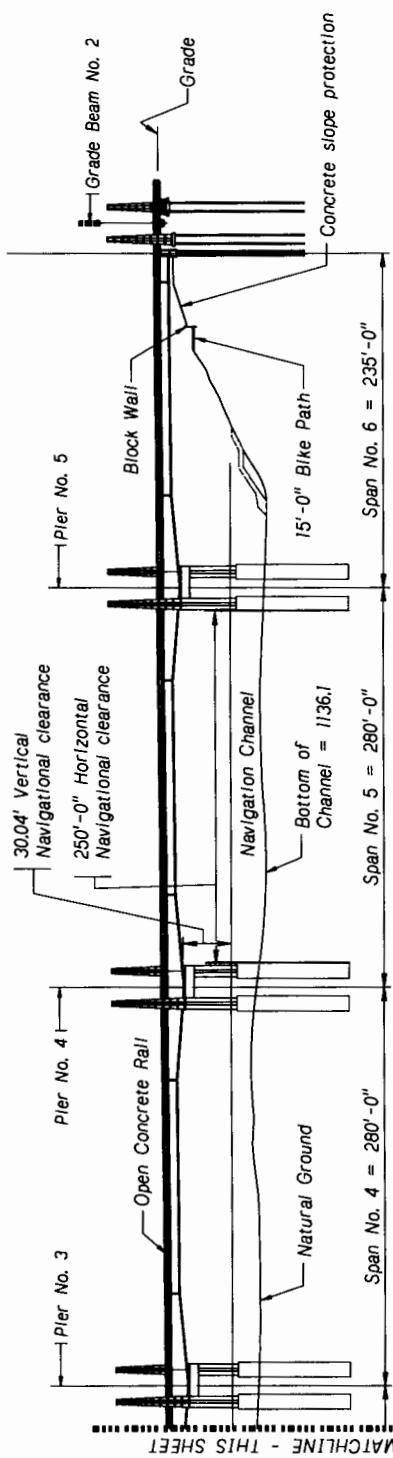
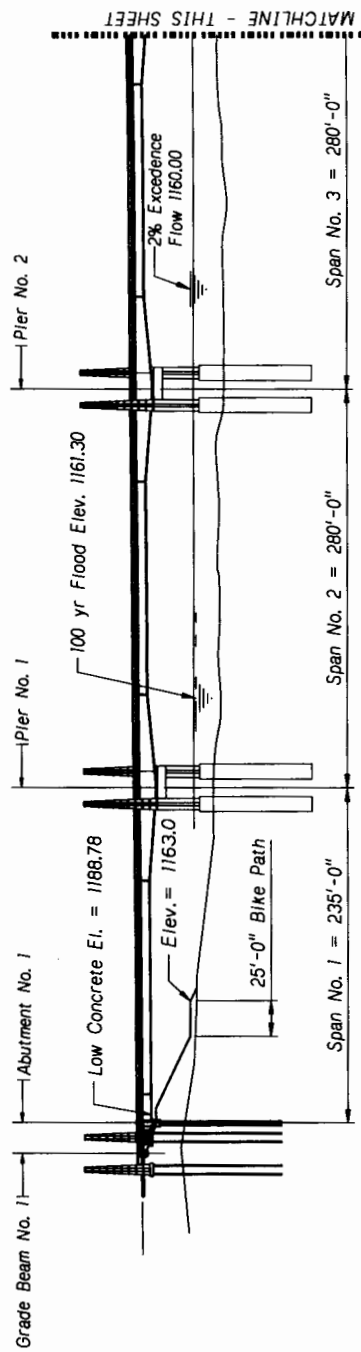
PROPOSED MISSOURI RIVER BRIDGE
RIVER MILE 886.0
NEAR YANKTON
YANKTON COUNTY, SOUTH DAKOTA
CEDAR COUNTY, NEBRASKA
APPLICATION BY
NEBRASKA DEPARTMENT OF ROADS



CONCRETE STRUCTURE

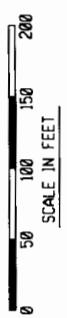
Sheet 4 of 5

Date: Oct. 2006



ELEVATION VIEW

Amount of Fill Below 100 Year Flood = 2,994 cu yd



Datum:
NAVD88



CONCRETE STRUCTURE

PROPOSED MISSOURI RIVER BRIDGE
RIVER MILE 86.0
NEARLY SOUTHWEST
YANKTON COUNTY, SOUTH DAKOTA
CEDAR COUNTY, NEBRASKA
APPLICATION BY
NEBRASKA DEPARTMENT OF ROADS

Sheet 5 of 5

Date: Oct. 2006



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 6 DECEMBER 2006

Notice Number: 06-84

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5684

REVISION TO NOTICE TO NAVIGATION INTERESTS 06-78

BLASTING SCHEDULE FOR NEW LOCK CONSTRUCTION

MARMET LOCKS AND DAM

KANAWHA RIVER, MILE 67.7

Reference Notice to Navigation Interests 06-78 dated 14 November 2006. Notice is given that the construction schedule had been revised. Blasting will begin on or about 8 January 2007 and be completed on or about 10 June 2007. All other pertinent information remains unchanged.

For your convenience the following is from Notice to Navigation Interests 06-78

Notice is given that on or about 15 December 2007, Kokosing / Fru-Con, contractors for the U.S. Army Corps of Engineers, Huntington District, will begin blasting at the new lock construction area at Marmet Locks and Dam, Kanawha River, mile 67.7 along the right descending bank.

This work is being done in preparation for the construction of the new lower guide wall. All work will be done using land base equipment.

One blast is scheduled daily between the hours of 5:00 p.m. and 8:00 p.m., Monday through Friday with Saturday being a make up day due to weather. The contractor will be monitoring marine channels 13 and 16. It is anticipated that the blasting will be completed on or about 15 May 2007.

The original locks will be closed approximately 20 minutes for each blast. The lock whistle will be using the following safety signals for the operation:

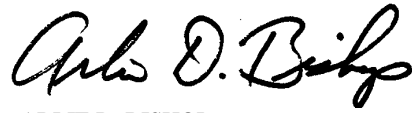
1. Warning Signal – Three short horn blasts 5 minutes prior to blast signal.
2. Blast Signal – One short horn blast 1 minute prior to the shot.
3. All Clear Signal – One long horn blast.

Prior to and during detonation there will be no deckhands, boats, or red flag barges permitted beyond the arrival points marked on the navigation charts. Other barges will be permitted in the chambers during the detonation, but deckhands must be taken out of the area by their respective tow boat.

Following the pre-blast safety signals and immediately before detonation, the Lockmaster or the designated representative shall orally communicate by radio that all project and Commercial traffic personnel are clear.

On completion of each blast and the site is found to be safe, the all clear signal shall be sounded and the Lockmaster advised orally by radio.

Mariners are urged to proceed with caution after passing arrangements have been made with lock personnel.

A handwritten signature in black ink, reading "Arlie D. Bishop". The signature is fluid and cursive, with the first name "Arlie" being more prominent and the last name "Bishop" following in a similar style.

ARLIE D. BISHOP
Chief, Technical Support Branch



**US Army Corps
of Engineers®
Nashville District**

Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 06-46

27 November 2006

In Reply Refer To:

CELRN-OP-N PO Box 1070, Nashville, TN 37202-1070 (615) 736-5607

SUBJECT: New Operating Procedures for Wilson Main Lock, Tennessee River Mile 259.4

The U.S. Army Corps of Engineers has established several new operating procedures for lockages through the main chamber at Wilson Lock. These new procedures have been established to address issues that led to the 3 August 2006 accident at the main chamber that resulted to extensive damage to the upper lock gate and the tow that was locking up in the chamber at the time. While several new procedures have been established to address Corps operational issues, the following two procedures have been established to address barge size or tow configuration of upbound tows:

- Tows with barges over 290-foot in length will be locked as a set-over with the bow of the tow tied on the floating mooring bit at the 125-foot Marker-board.
- If the tow has more than two barges preventing a set-over lockage, they will be tied at the 300-foot Marker-board in addition to the bow and stern lines.

Note that these procedures apply only to upbound tows. Questions regarding these procedures should be addressed to the Lock Operator on duty via Marine Radio or to the Lockmaster at Wilson Lock by telephone at 256-764-5223.

FOR THE DISTRICT ENGINEER:

- original signed -

JEFFREY D. ROSS
Chief, Navigation Branch
Operations Division

ARB